

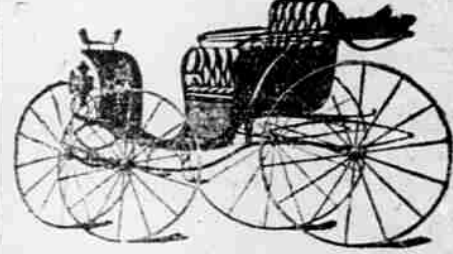
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Our buyer, who left here in December, purchased for us the latest novelties in Vehicles, Harness, Robes, Whips and Lamps to be found in the United States.



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Pacific Vehicle & Supply Co.

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IMPORTANT TO



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Wilbur's White Rock Hoof Packing

A natural rock that will absorb four times its weight of water, making soft, yellow paste. It is cold and moist to the sole and frog of the foot, replaces the natural moisture and penetrates into the foot, making it soft, pliable and healthy.

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For horses off their feed or in poor, thin condition that needs improvement. One pound lasts a horse sixteen days if fed according to directions.

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Importers and Manufacturers of

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All kinds and sizes.

We have MEDITERRANEAN BATH and FINE TURKEY CUP, the kind for Babys Bath.

FLORIDA SHEEP WOOL and VELVET SPONGES, the kind you want for your carriages.

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Large and small, for toilet purposes, and for polishing silver, etc.

OIL DRESSED SKINS FOR STABLE USE.

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Largest, and Most Satisfactory

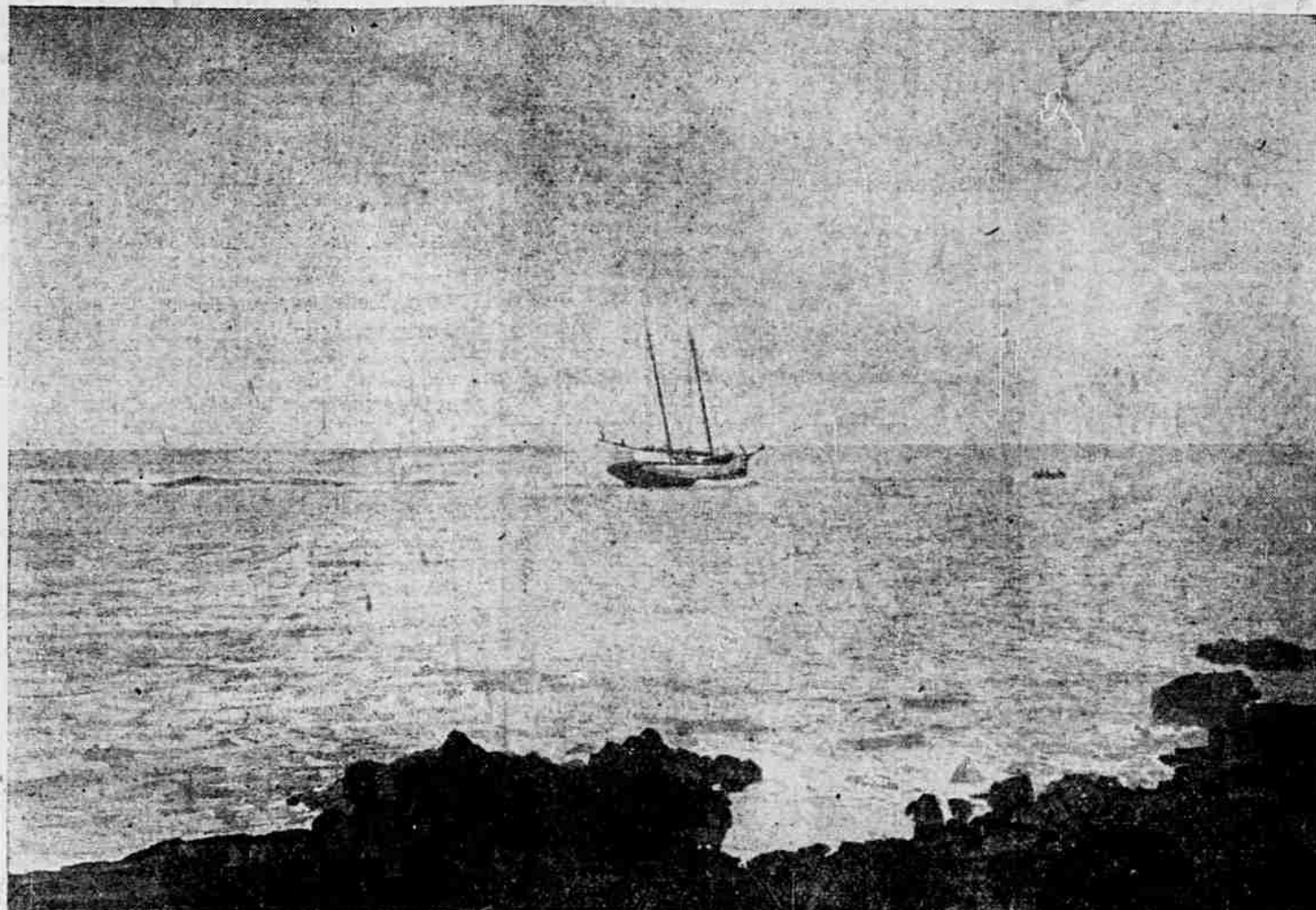
CIGAR

Sold in America.

A Long Smoke for a Nickle

Hawaiian Tobacco Co.'s Stores,

THE NEWS OF THE WATERFRONT

Big German Tramp Steamship Eva, Now in Port,
Might Have Been Sunk in Mid-Pacific
By a Thirsty Rat's Gnawing.

SCHOONER SURPRISE ON THE REEF AT KOLOA.

ACCORDING to information brought from the Island of Kauai by the steamer W. G. Hall yesterday, there is still a possibility of saving the gasoline schooner Surprise, which went on the reef at Koloa last Friday, during a severe southwesterly gale.

The place where the Surprise was wrecked is generally entirely free from anything other than the gentlest breezes and the gale which forced the Surprise onto the reef was something extremely unusual. The illustration shows the Surprise as she now lies, apparently in no very bad condition. She is hard and fast on the coral, however, and there is a great hole in her bottom.

Although it is said that there is still a chance of saving the schooner, the majority of people who know anything about the matter entertain little if any hope of doing much with her.

Captain Ward of the schooner Rosemond, who is interested in the Surprise, is now at Koloa, hoping to get her off the reef. Nearly all of the schooner's cargo has been saved, although there still remains about 3,000 feet of lumber in her hold. Captain Ward is considering either getting a tug to pull the Surprise off the reef or kedging her out without assistance from the outside. None of the crew of the Surprise returned to Honolulu on the Hall; they are with Captain Nystrom and are helping him in every way to save the little schooner, if it is in any way possible.

The German steamship Eva, Captain Peterson, put into this port yesterday morning for a supply of coal, having run short while on her way from the Coast to the Orient during a terrific storm.

The Eva sailed from San Francisco on the 13th instant, bound for Yokohama direct. She encountered severe gales from the west and southwest, however, and was unable to make but very little headway. Captain Peterson realized that if he attempted to proceed upon his way to the Orient at the rate that the steamer was going, he was likely to run short of coal long before he could make Yokohama. He therefore decided to put into Honolulu to fill up the bunkers.

While the steamer was lying no signal of distress when she entered this harbor yesterday, if she had remained at sea and kept upon her trip to the Orient she would have soon been flying one.

Most of the two weeks since she sailed from the Coast was passed fighting a fearful storm, and the Eva still bears signs of the rough experiences through which she has passed.

She sailed from the Coast loaded with flour for Yokohama, taking the great circle route where good weather is generally met with. She had been out only a day or two when a storm came up from the south. In a very little time the wind increased in violence and the sea became exceedingly rough, great waves leaping up onto the decks. When the storm struck the steamer she was in 30 deg. north latitude and 144 deg. west longitude. She still continued on her course, however, but the force of the storm was so great that the vessel was compelled to proceed at half speed. From a day or two after the ship left the Coast until a day or so ago the Eva was fighting one of the worst storms of all her experience.

Perhaps the worst of the blow was felt on the 21st instant, when the wind had increased to a tremendous force. Several of the ventilators on the top of the superstructure were badly damaged, one of them being carried away. Heavy iron railings on the starboard side of the steamer were twisted and the door of a cabin was so badly broken that it was necessary to use heavy planking to re-enforce it. Several times while the storm was at its height the main saloon was flooded and all entrances had to be strengthened by heavy planking.

The waves were breaking over the bridge at one time and the iron stanchions were shaking as if they were likely to give way almost at any moment.

The fury of the storm abated somewhat on the 23rd, and then it was that the captain made the discovery that he had made very little progress since San Francisco was left behind. It was seen that if the Eva encountered any more rough weather and was delayed much more her coal would give out and the vessel would be in a very serious predicament. The coal with which the steamer left the Coast was only calculated to last thirty days, as, ordinarily, it would only require from twenty-five to thirty days for the vessel to make the run from San Francisco to Yokohama.

Honolulu was the nearest port and Captain Peterson made up his mind to put in here and replenish his bunkers.

Several weeks ago the Eva sailed from Portland, Oregon, bound for the Orient. She was only out a few days when it was discovered that she was leaking. She was taking in water at the rate of about eight inches an hour.

The papers show that the schooner

and is being constructed by Messrs. Blair & Co., Ltd., of Stockton-on-Tees. The diameter of the cylinders will be 24, 40 and 66 inches, with 45-inch stroke. Steam will be supplied by two multi-tubular boilers, working at 180 pounds pressure.

General Shipping.

Captain McKay, commodore of the Cunard Line, and lately in command of steamship Lucania, retired from active service on January 26. Captain Dutton, of the steamship Umbria, succeeded him in command of the greyhound.

The British Admiralty Court has awarded to steamer Trocos (Br.), Moser, £5,600 for towing steamer Reresby (Br.) into Bermuda, December 1 last. The Reresby, while bound from Hull for Baltimore, had lost her propeller at sea.

The London Board of Trade has suspended the certificate of Captain McKenzie, commander of the steamer Ethiope (Br.), for the stranding of that vessel on Holy Island, Firth of Clyde, January 11. The steamer floated and returned to Glasgow the same day.

The American Bureau of Shipping classed and rated the following vessels in the "Record of American and Foreign Shipping": American screw steamers Hawaiian and City of Washington, American ship Diamond Head, American three-masted schooners Seguin and Nellie M., American schooners Oakley C. Curtis and Edith G. Folwell, and the American half-brig L. F. Munson.

Shipping Notes.

At 5 o'clock this morning the United States transport Sheridan sails for Manila.

At 8 o'clock this morning the steamship Zealandia sails for Hilo to load sugar for San Francisco.

The waters of the harbor are littered up with old mattresses, straw, garbage and other refuse from the steamship Zealandia. A stranger would naturally entertain the idea that Honolulu harbor was usually in such a filthy condition. Over near the channel wharf all kinds of refuse have been washed up along the sea wall. The America Maru will probably arrive from Oriental ports this afternoon. She will sail for the Coast tomorrow.

The Mariposa is due to arrive from the Coast with four days' later news and mail on Saturday. She will sail again for the Coast on Wednesday, March 6.

The steamer W. G. Hall, which arrived from Kauai yesterday, reports 45,758 bags of sugar awaiting shipment on that island. The Hall brought 5,321 bags of sugar for the steamer America.

The schooner Fannie Adele arrived yesterday morning from Elelee with 300 bags of sugar. She found the weather too rough to allow her to load any more and she sailed from Elelee on Saturday.

Deputy Collector of Customs George C. Stratemeyer returned in the Hall yesterday morning from Kauai. Inspector Macaulay remained on Kauai to watch for the return of certain schooners, which are supposed to be violating customs regulations.

The steamer Kauai will carry no passengers in the future. She has been set aside as a freight boat.

MOVEMENTS OF STEAMERS.

ARRIVE.

Steamers.	From.	Due.
America Maru—Yokohama	March 1	
Mariposa—S. F.	March 2	
Rio de Janeiro—S. F.	March 6	
City of Peking—Yokohama	March 8	
Sierra—S. F.	March 12	
Sonoma—Sydney	March 12	
Mowera—Sydney	March 13	
Coptic—S. F.	March 14	
Gaelic—Yokohama	March 16	
Warrimoo—Victoria	March 16	
America Maru—S. F.	March 22	
Hongkong Maru—Yokohama	March 23	
Mariposa—S. F.	March 23	

DEPART.

Steamers.	For.	Due.
America Maru—S. F.	March 1	
Mariposa—S. F.	March 6	
Rio de Janeiro—Yokohama	March 6	
City of Peking—S. F.	March 8	
Sierra—Sydney	March 12	
Sonoma—S. F.	March 12	
Mowera—Victoria	March 12	
Coptic—Yokohama	March 14	
Gaelic—S. F.	March 16	
Warrimoo—Sydney	March 16	
America Maru—Yokohama	March 22	
Hongkong Maru—S. F.	March 23	
Mariposa—S. F.	March 27	

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TELEPHONE 304.JOHN A. ROEBLING'S SONS
& CO.

Galvanized wire hoisting rope, chute landing cables and steam plough cables.

TUBBS CORDAGE COMPANY, HARTMAN'S RATJEN'S

Paint for iron ships.

WOOLSEY'S AND TARR
AND WILSON'S copper
paint for wooden vessels.BOSTON & LOCKPORT
BLOCK CO. pulley blocks.